





## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS

## PORT.

Per Doz. Per Bot.

B. OLD VINTAGE, superior

quality, Red Capsule \$16.00 \$1.40

C. FINE OLD VINTAGE

superior quality, Black

Seal Capsule 20.00 1.70

D. VERY FINE OLD

VINTAGE, extra superior

(Old Bottled), Violet

Capsule 27.00 2.25

The following Wines, bottled in Europe, have

been specially selected, and procured

from the celebrated firm of Messrs.

GEO. G. SANDEMAN, SONS &amp; CO.

of London and Oporto, and are of

the highest class:—

Per Doz. Per Bot.

DOURO \$16.50 \$1.40

OLD TAWNY 24.00 2.00

INVALID 24.00 2.00

ESTRELLA 30.00 2.50

VERY OLD TAWNY 50.00 4.25

OLDEST and FINEST 60.00 5.00

A. S. WATSON &amp; CO.

LIMITED.

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns

should be addressed to the Editor.

Correspondents must forward their names and ad-

dresses in their communications addressed to the Editor

and no publication will be made without such address.

All letters for publication should be written on

one side of the paper only.

Non-anonymous signed communications that have

been accepted in other papers will be inserted

in this paper for free of charge. After that

date the charge will be 10 cents per line. After that

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cede any territory in the Yangtze region to any other Power. In March of the same year Germany signed an agreement with China defining German rights in Shantung and making them virtually exclusive. On the 1st July the Weihaiwei Convention was signed, and a few days after the present Premier made an unsolicited declaration that Britain would construct no inland railway from Weihaiwei. In May, 1899, an Anglo-German loan agreement—following on two other Anglo-German loans, in 1896 and 1898—was signed with China for the construction and management of a trunk line of railway to extend through our respective spheres of interest from Tientsin through Shantung to Chinkiang. "All three contracts," says the *Times* correspondent, "were negotiated by Mr. E. G. RITCHEY, of the Hongkong and Shanghai Bank in Peking. No German could have hoped to carry these negotiations through successfully. The work was done by an Englishman with the prestige behind him of the powerful British bank, without whose assistance it is safe to say no China loan could have then been floated in Europe. We obtained these advantages, and we shared them with Germany. And we have had our reward," adds Dr. MORRISON. He goes on to mention Sir JAMES MACKAY's journey up the Yangtze last July to confer with the two great Viceroys with regard to the final draft of the treaty with China. He continues:—

"Now it happens that Germany is represented in Shanghai by an aggressive official, Dr. KNAPE, whose appointment to the chief centre of British interests in China was the reward of services rendered against England in Siam. Dr. KNAPE discovered to his own satisfaction that the mission of Sir JAMES MACKAY, though purporting to be connected with the new treaty, had for its real object the obtaining of the consent of the Yangtze Viceroys to England's conjoint occupation with China of Chinkiang and the Kiang Yin-forts. It is not possible that he could have believed this story. He made no attempt to verify it, but communicated it to his Government as a fact. A day or two later the German *Chargé d'Affaires* in Paris, acting under orders from Berlin, officially informed M. DELCASSÉ, and on behalf of his Government suggested that, as the question of the evacuation of Shanghai would shortly arise, opportunity might then be taken to impose conditions upon China which would avert the threatened coup. Then happened the Chengchow massacre, which assisted the German intrigue, inasmuch as it could plausibly be argued that Britain would inevitably demand some concession in the Yangtze Valley, following Germany's example in Shantung. The outcome was the presentation of German and French notes—for France was easily persuaded to co-operate in this matter—to the Wai Wupu in October last. Of these and of the results of the whole underhand dealing we have already heard. But we note that Dr. MORRISON says that the German note was sent to the Wai Wupu it was accompanied by a minatory verbal message that the communication was to be kept secret from the British Legation. We must presume that he has certain information to this effect. At any rate we know that Prince CHING did actually lie in the most open manner to Sir ERNEST SAROW, just before writing to agree to the two notes. "Then," says the *Times* correspondent, "a curious thing happened. The German *Chargé d'Affaires*, presumably acting under the orders of his Foreign Office, communicated to his colleagues interested in the note, but what, as a matter of fact, was only that portion of the note which said that, as the occupation of Shanghai was conjoint, in any subsequent occupation Germany would participate. He omitted the conditions which were the important portions of the note. At the same time, by a want of co-ordination in the members of the German foreign Legations, Count von ARCO-VALEY communicated the full text to Baron KOMURA in Japan. The full text had been already communicated to Lord LANSDOWN in London, so that within a few hours the deception was discovered." A truly remarkable exposure! It may be admitted that Dr. MORRISON is not actuated by over friendly feelings toward Germany, but, on the other hand, there is no man who has shown himself better informed among Europeans with regard to the secret workings of diplomacy in China. He professes the explanation in that in Germany as in England there has been a change of policy. Both countries started out with an indifference to the policy of spheres of influence. And both Powers have substituted for it a policy of the open door, but with this notable exception, that Germany changed her policy after she had secured her advantageous position in Shantung, while we abandoned our policy before we had secured any advantage whatsoever in the Yangtze

Valley. It is a fitting corollary to our policy (says Dr. MORRISON) that in an offensive German semi-official communiqué wired from Berlin on November 12, it is announced that "England agrees not to try to obtain any privileges in the Yangtze Valley, with which promise Germany is fully satisfied." At this point, as far as is known, matters rest. Shanghai has been evacuated, but what are we to imagine that the Powers concerned in the secret intrigues of October last consider that they have gained? It is true that, after sending the notes to France and Germany, China sent supplementary despatches declaring that the assurance applied not only to the Yangtze Valley, but to the whole of China, Manchuria, and Mongolia. Manchuria, however, seems none the less lost to China in perpetuity. The best hope for Britain is that Sir ERNEST SAROW, who is trusted by British residents in China as no recent British Minister at Peking have been trusted, will be able to show to the home Government, while he is in London, that the utterances of Dr. MORRISON and those who hold the same views are not inspired merely by fear of Germany or any other Power, but are prompted by genuine and well-informed concern for the interests of Great Britain.

The Russian cruiser *Abdolt* arrived yesterday from Pulo Samboang.

All the Chinese charged with conspiracy in connection with the recent rumoured plot to capture Canton and kill the officials, were liberated at the Magistracy yesterday.

The visitors to the City Hall Library and Museum for the week ending 1st February were 189 non-Chinese and 16 Chinese to the former, and 158 non-Chinese and 2,110 Chinese to the latter institution.

Among the passengers by the *s.s. Pekin*, which leaves to-day, is Mr. G. F. Witton, the well-known Directory and Gazetteer publisher, who proceeds at first to Shanghai and thence to Port Arthur, with the object of crossing Siberia to London.

It is expected, according to the Japanese papers, that between 20,000 and 30,000 men will take part in the funeral procession of the late Lord High Abbot Count Otani, and the funeral expenses are estimated at over 50,000 yen.

Japanese papers state that Mr. Dubail, the French Minister at Peking, is trying to get a Frenchman appointed as adviser to the Chinese Imperial Post "in accordance with an agreement made some years ago."

The following story comes from Cawnpore:—A carpenter's wife gave birth to a girl having three teeth and a big cluster of hair above her forehead. Thousands of natives and Europeans have been to see this strange creature, and have given the poor parents sums of money aggregating about Rs. 500.

The *Peking and Tientsin Times* has a long leading article based on the assumption that the Bishop of Worcester has been appointed Archbishop of Canterbury. This honour has not yet fallen to the former Canon Gore—he is not yet archiepiscopal age yet—though we hope to see him Prioste some day. The new Archbishop, of course, the Bishop of Winchester, Dr. Randall Davidson.

A return of the number of cases of communicable diseases in the Colony during the week ended 31st January gives 2 of diphtheria (both Chinese and both fatal), 1 of enteric fever (European), and 3 of smallpox (2 Chinese, both dead; 1 European). There was no plague. Yesterday the dead body of a Chinese was found in the vicinity of Ship Street.

The *N. C. Daily News* says that the statement in a contemporary (which we alluded to recently) that the demolition of the railway station at the Temple of Heaven, Peking, had been decreed, and that the rails were being removed, is quite incorrect; the only foundation for it is that some disused sidings in the grounds of the Temple of Agriculture, originally laid down for the rice traffic, were being removed under Mr. Kinder's direction.

Capt. J. Lyons, of the British steamer *Loxley*, which arrived at Singapore from Amoy and Swatow on the 24th ult., reported that at 8.30 p.m. on the 19th, he broke the steam-launch *Hermine M. de la Ramo* found down and in distress. Capt. J. Cannon, the master of the launch, had died on the 2nd January and was buried at sea, and the Chinese crew were short of provisions and water. The second officer and a boatswain and three sailors were put in charge of the launch and she was towed to Singapore, a distance of 728 miles.

A Seoul telegram, dated the 29th January, to the *Asahi* says:—"The Korean Government has again ordered officials not to accept the banknotes issued by the Daiichi Bank of Japan. The Government has also cancelled its order to stop the illegal levy of duty on the Japanese goods at the Rakuteko. The attitude of the Government is reported to be due to the return of Ye Yong-Yik, who supports a pro-Russian and anti-Japanese policy. It is reported that the Russian supporters of the country are trying to induce the Government to send several students to Russia to complete their studies." A reference to this will be found in our Mekpo correspondent's letter in another column.

Russia has declared Tokyo a plague-infected port.

The Corea Court has obtained an advance payment of 150,000 yen from the American Mining Co. of Ussun.

The opening of the Osaka Exhibition has been postponed to the 1st of April owing to the general election in Japan.

Following the lead of a well-known pill of the *s.s. Kelantan*, which was sunk in the Bangkok river, has been raised and taken to the nearest bank, where she will discharge her stone ballast and then go into dock. The repairs to the other vessel in the collision, the *Para Chom Kiao*, are nearing completion.

pany, the Bile Bean Manufacturing Co. are advertising their compound by means of music. They have, however, gone one better than the Boelcham Co. by giving away specially composed and copyrighted compositions. We have received two marches entitled respectively "Edward VII Grand Coronation March" and "The Bile Bean March." Messrs. Watkins, Ltd., from whom copies of the marches may be obtained gratis, are the local agents for the Bile Bean firm.

We take the following from the *Daily Chronicle*:—How many people can explain the Chinese custom of "foot-binding"? Mr. Francis Nichols tells us in the *Atlantic Monthly*, that it is the Chinese method of keeping women in her proper place. "How else can women be made to stay at home?" is the argument that counters the foreigner's remonstrance. No complaint of cruelty can shake the Chinaman's faith in this plan for restricting his womanhood to their domestic duties. Mr. Nichols says no reform is possible until the majority of parents are persuaded that their daughters are "capable of living in other spheres than home." Judging from his unfavourable account of missionary effort, the task of bringing about this radical change is not promising. But something might be done by telling Chinese ladies how graceful they would look on platforms, and by bringing a few of them over here to preside at meetings of the Playgoers' Club.

Few, probably, of the "owners" of the British fleet are aware that the cost of painting each ship amounts to no less than a thousand pounds. Before the Channel Squadron goes to sea again all the ships are to be painted French grey, the new regulation colour which has, after much experiment, been recently adopted for the Royal Navy. The ships of the Mediterranean Squadron are also to be painted the new colour by April 1st. Hitherto our warships have had black hulls, white upper works, and yellow funnels, with occasionally a red band on the water-line. The new colour is obtained by a mixture of 6lb. of white paint with 1lb. of black.

A naval writer recently remarked that there is no such thing as a naval khaki, save it be like Joseph's coat of many colours. The military authorities have lately been painting our guns in alternate stripes of red, yellow, and blue, and the result is that they are less distinguishable than if they are painted all over with one colour. Perhaps we shall have to paint our battleships with the same three colours, though, from an artistic point of view, such a proceeding would be deplorable.

## SHOOTING.

ROYAL MARINE MONTHLY SWEEPSTAKE—

JANUARY, 1903.

The first of these competitions was shot for during January on the Kowloon Rifle Range.

The following were the principal scores:—

CLASS A. 200 500 600 yds. yds. yds.

Bomb. L. L. L. R. M. A. 34 29 33 96

H. M. S. Ocean 31 31 32 94

Capt. W. T. C. Jones 31 31 32 94

R. M. L. H. M. S. Ocean 31 31 32 94

Col. Serjt. Cant. R. M. A. 31 31 32 94

H. M. S. Tamar 31 31 32 94

Gunner Ryder, R. M. A. 31 31 32 94

H. M. S. Ocean 31 31 32 94

Serjt. Myers, R. M. L. 31 31 32 94

H. M. S. Ocean 31 31 32 94

Serjt. Caynes, R. M. L. 31 31 32 94

H. M. S. Tamar 31 31 32 94

CLASS B. 28 entries.

Pte. Buckenham, R. M. L. 30 30 27 87

H. M. S. Ocean 30 30 27 87

Col. Serjt. Cant. R. M. A. 30 30 27 87

H. M. S. Ocean 30 30 27 87

Bomb. Palmrose, R. M. A. 30 30 27 87

H. M. S. Ocean 30 30 27 87

CLASS C. 32 entries.

Copies of rules for these sweepstakes can be obtained from Lieut. A. C. Butt, R. M. L.

H. M. S. Tamar.

## LADIES' RIFLE ASSOCIATION.

There will be a general meeting of the Ladies' Rifle Association at 11.30 a.m. to-day at Government House, to fix the dates for the Prize Meeting and to arrange the conditions for the prizes.

## SHIP IN DISTRESS.

The British *s.s. Glenogle* (Captain G. E. Warren, R.N.R.), which arrived yesterday from Tacoma and ports with a cargo of flour consigned to Messrs. Dowell & Co., reports that on 21st ult. in lat. 34° 32' N., long. 139° 43' E. spoke the American ship *St. David*, dismasted and flying signals of distress. At the request of the latter vessel the *Glenogle* towed her into Yokohama, which was successfully reached on the following day. The *St. David* was 400 days out from Manila for Tacoma and had met with typhoon weather. From Moji the *Glenogle* experienced strong northerly and easterly winds with high seas and dull, overcast, rainy weather

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 2nd February, 9.50 a.m.

## RAILWAY EXTENSION IN CHINA.

The Standard's Odessa correspondent says the Russo-Chinese Bank has been commissioned to place a loan of 40,000,000 francs in Paris for Chinese railway extension.

## REUTER'S SERVICE.

LONDON, 31st January.

## THE SILVER QUESTION.

The United States Government proposes to appoint a commission of three financial experts representing the United States to an international monetary conference on the lines indicated by Mexico and China, or to any kind of international exchange of views promising success. The commission will not commit the United States to any change in the currency system.

## LORD CRANBORNE AT SHEFFIELD.

Lord Cranborne speaking at Sheffield said there was no alliance between Great Britain and Germany in Venezuela, but only a co-operation, similar to that of the Powers in China and elsewhere. The real alliance was with the Japanese, which went to the very roots of our policy in the Far East and which would have the most momentous consequences in the future.

## MR. CHAMBERLAIN IN SOUTH AFRICA.

Mr. Chamberlain speaking at Kimberley praised the late Mr. Rhodes and Lord Milner, and declared that unless there was some alteration in the policy of the Cape, the Colony would be left out in the cold when federation came about.

## VENEZUELA.

Mr. Bowen has informed the representatives of the blockading powers that, in the event of the latter persisting in the rejection of his proposal, he will inform the other claimant powers that Venezuela was being forced to yield to a plan which would seriously affect their interests. Diplomatic quarters in London maintain that France and others are not likely to raise any difficulties, as it is expected that Venezuela will satisfy their claims from other sources outside the assigned 30 per cent. of the Customs.

## NAVAL DISASTER.

During night operations in Corfu channel, H.M. cruiser *Pioneer* out the destroyer *Orwell* in two, the former sinking. Two men were killed, and there are thirteen missing. The *Pioneer* towed the *Orwell* to Corfu stern first.

## THE SUGAR CONVENTION.

Great Britain has communicated to Belgium her ratification of the Sugar Convention. The Italian Parliament has also approved the convention.

## MOROCCO.

The absence of news from Fez for several days is causing anxiety at Tangier. The last news received stated that the Sultan's army and the rebels were face to face.

## CRICKET.

26TH CO., A.O.C., v. SHEPWOOD FORESTERS. The above teams met at Happy Valley on Friday last, 30th ult., the result being a victory for the Ordnance by 12 runs. Birmingham and Turner each bowled well. Skinner's score for the winners was the chief feature in the batting department. Scores:—

ORDNANCE.  
J. C. A. Lillywhite, c. Cope, b. Birmingham 3  
W. T. Burgess, c. b. Hodgson 0  
H. E. Skinner, c. Murphy, b. Birmingham 2  
H. Turner, c. Westerman, b. Birmingham 12  
C. Butler, c. Cope, b. Birmingham 12  
E. McGibbon, c. Cope, b. Mott 2  
W. Woolley, b. Birmingham 0  
E. P. Bradford, c. Cope, b. Birmingham 4  
F. Brualy, b. Birmingham 4  
F. Lushbrook, b. Birmingham 1  
F. Blower, not out 8  
Extras 1  
Total 61

SHEPWOOD FORESTERS.  
Pte. Cope, b. Turner 2  
Pte. Bradford, c. Burgess, b. Turner 0  
L. Hodgson, c. Butler, b. Turner 0  
J. L. Birmingham, not out 11  
Col. Serjt. Westerman, c. Butler, b. Turner 0  
L. Mott, c. Lillywhite, b. Turner 4  
Pte. Murphy, c. McGibbon, b. Turner 4  
Capt. Melton, c. Lillywhite, b. Turner 4  
Pte. Williams, b. Bradford 0  
Sergeant Igor, c. Skinner, b. Bradford 4  
Rus, not out 4  
Extras 14  
Total 49

## LATEST STEAMER MOVEMENTS.

The M.M. steamer *Annam*, with the next French mail, left Singapore yesterday, at 6 p.m., for this port via Saigon. The Imperial German mail steamer *Preussen*, carrying the German mails with dates from Berlin of the 6th ult., left Singapore on the 1st inst., at 8 a.m., and may be expected here on the 7th inst. The C.N. steamer *Changsha*, from Australian ports, left Manila for this port on the 31st ult. p.m., and was expected here at daylight, to-day. The Eastern Tow Boat Co.'s steamer *Lynx* arrived at Yokohama on the 30th ult. The N.G.I. steamer *Copri* left Singapore for this port on the 1st inst., and may be expected here on the 6th inst. The Indo-China steamer *Namsang* left Calcutta for this port via the Straits on the 1st inst., and may be expected here on the 18th inst.

## KOWLOON LAND AND BUILDING COMPANY, LD.

ANNUAL MEETING. The fourteenth annual meeting of shareholders in the above Company was held yesterday in the office, Victoria Buildings. Mr. E. Jones Hughes (chairman) presided, and there were also present Messrs. T. H. Reid, J. N. Goodman, J. H. Cox (directors), A. Shelton Hooper (secretary), F. E. C. Georg, Mowbray S. Northcote, J. C. Peter, and E. B. Shepherd.

The Secretary having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen, I will, with your permission, treat the report and accounts as read. I am sure you will observe with pleasure that our net profits for the past year were \$14,519.44 against \$11,150.29 the previous year, which has enabled your directors to recommend a dividend of \$2.30, being 50 cents more than that paid in 1901, and carry forward over one thousand dollars to the credit of profit and loss account. The property has been well kept up and this year it is proposed to thoroughly do up the interior of Knutsford Terrace, and to lay a new water main and provide each house with a separate meter and to avoid, we hope, the many complaints made by the tenants of an inadequate supply of water. The rents of most of the houses have been raised from 1st January, and the increase will go towards the rather large outlay in improvements in the Company's property. Before moving the adoption of the report and accounts I shall be pleased to answer any question referring to them.

There were no questions asked.

The CHAIRMAN formally moved the adoption of the report and accounts. Mr. GEORGE seconded, and in doing so said—I must congratulate the Company on the substantial progress it has made. The rents, as you said, Mr. Chairman, have increased and are further increasing this year, so we may expect an equally good if not better report next year than in the present year. I have great pleasure in seconding the adoption of the report.

The motion was agreed to.

Mr. GEORGE moved the confirmation of Mr. T. H. Reid's appointment to the board of directors in succession to Mr. F. Henderson, resigned.

Mr. PETER seconded, and the motion was agreed to.

Mr. GEORGE moved the re-election of Messrs. Reid and Goodman as directors.



## JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, 23rd January.  
TOKYO STREET RAILWAY AND FOREIGN CAPITAL.

Sir Malcolm MacEachern, of Messrs. MacEachern & Co. of London and Melbourne, has, acting on behalf of a British syndicate, almost concluded an arrangement with the electric street railway of Tokyo in virtue of which the British syndicate will supply the Japanese company with the capital it badly needs. This company was originally floated with a capital of 500,000 yen, but on account of a great extension in its scheme of operations a capital of six million yen became necessary; and, as this sum could not be raised in Japan despite the undeniably bright prospects of the railway, it became necessary to introduce foreign capital. Mr. Kondo, President of the Nippon Yusen Kaisha, interested himself very much in this matter during his recent trip to Europe and the result is that Sir Malcolm MacEachern is here to-day negotiating. He has already drawn up the proposals which he wishes the Japanese company to sign, and though they may emerge in a slightly modified form from the discussion which is now carried on about them, I think I may briefly give them here. In the first place I should state that the London syndicate which Sir Malcolm represents is to be made into a company in accordance with the English law, that its shares are to be taken up by the shareholders of the Tokyo company, and that it will be under the same directorate and work with the same capital as the Tokyo company. One-quarter of the share capital is to be subscribed by Japanese, the other quarter by foreigners, while the remainder is to be raised by issuing debentures. These debentures will be floated by the London company, which is also to have the privilege of supplying the company with the material it wants. Important conditions are that the staff of directors and auditors shall consist of an equal number of British and Japanese; and that the chief engineer on the work of construction is to be a Britisher and to remain in the employment of the company for two years after the conclusion of the work of construction.

It will be seen that the dual arrangement under which the two companies work together is a very ingenious one. The London company's shares are to be taken up by the shareholders of the Tokyo company and payment for these shares is to be made, not in cash, but with the shares of the latter company.

## THE DIFFICULTY.

The one difficulty in Sir Malcolm MacEachern's way is the suspicion with which the conservative section of the Japanese regard any association of their countrymen with foreigners for business purposes. On the 16th inst. for example, the *Hochi Shimbun* of Tokyo published an article on the negotiations above referred to, in the course of which it alluded to foreign possession of shares in Japanese enterprises as an event of the most ominous description, and tried to make out that Baron Sone, the Minister of Finance, was guilty of "an atrocious attempt to sell the country" because he favoured the negotiations. Baron Utsomi, the Minister of Home Affairs, Mr. Okada, the President of the Electric Tramway Company, and others also came in for some hard knocks. Even the *Tokyo Asahi*, which is fairly impartial in this matter, remarks that while, in introducing foreign capital, it would be preferable to arrange matters so that it would be entirely in the control of Japanese, such a course is at present impossible. In short, the publication of Sir Malcolm MacEachern's proposals have raised a storm in the vernacular Press which evidently wants foreign capital but not the foreign capitalist. Even so enlightened a man as Baron Iwasaki, the head of the Mitsui Bishi firm, objected to Sir Malcolm's proposals on the ground that he thought such undertakings as gas-works, water-works, tramways, &c. were of the nature of national undertakings and should be kept strictly in Japanese hands. The matter is now becoming a political question, for the Progressives have commenced to investigate it, and other parties are doing the same.

The principal fear of what I may call the conservative section of the Japanese is that the foreigners will acquire too much power in the capital of Japan; but they say that they are only afraid that wealthy foreign capitalists will, if they are allowed to have anything to do with the control of the electric railway, act in such a manner as will prejudice the interests of their poorer Japanese fellow-shareholders, as for instance by setting up large sums for reserves and thus diminishing the rate of dividends. The very idea of such a thing happening, turns the blood of a Japanese shareholder cold, for he is accustomed to put hardly anything at all in his reserve account, with the result that the railways and other public works in which he is concerned suffer considerably. The Japanese of whom I speak are also afraid that, with unlimited capital to back them, the foreign shareholders may ultimately succeed in getting the whole control of the electric railway.

To do them justice, most Japanese see clearly, however, that there is no ground for these apprehensions in the present instance as even foreign shareholders will hardly be so disinterested as to propose setting apart as a reserve fund more than the six per cent. of net profit required by the Home Office. And even if the whole control of the concern

## PORTABLE SUSTENANCE.

FOR TRAVELLERS, MINERS, AND SOLDIERS no food is as portable as Lemco the genuine Liebig Company's Extract. The product of 18,000 bullocks was supplied to the forces in South Africa. Lemco is the most concentrated form of Meat known.

passed into the hands of foreign shareholders, there would be nothing to be frightened at, as the whole plant, etc., is to revert to the Municipality after the Anglo-Japanese Company has run the business for 50 years. In other words the corporation is to get *gratis* from foreign capitalists a valuable and profitable street traffic business.

I have judged it worth while to write at this length on the electric railway question, for the introduction of British capital to Japan is a very important matter; and besides, I think that the many Scottish readers of the *Hongkong Daily Press* will be interested in this important scheme in which a man with a name like Malcolm MacEachern plays the leading part and in which, if all goes well, engineers with names quite as Scottish may have a good deal to do.

## COREA.

[FROM OUR CORRESPONDENT.]

Mokpo, 17th January.

## THE JAPANESE MINISTER RECOMMENDATIONS.

The Japanese Minister at Seoul has sent a communication to the Korean Foreign Office with reference to three separate items:—(1) The excessive *lekin* dues levied at Mi-yang, on the Mak-tong River, which are a serious obstacle to Japanese trade, (2) The hostility to use the Daichi Ginko 5-yen bills evinced by the Koreans on account of the Government opposition to these bills, (3) The necessity of sending a Japanese Minister to Tokyo to take up that important post, at present in the hands of an Acting Minister only.

## COREA'S POPULATION.

An investigation in the nature of a census at the end of 1902 showed that there are in Corea 2,465,178 houses with a population of 5,782,846—the latter an increase of 67,562 since the last enquiry.

## AN IMPERIAL FINANCIER.

It is said that, there being no proper successor to the post of Finance Minister, His Majesty the Emperor will himself directly control the Department.

## HONGKONG IN 1902.

The *London & China Express* of the 20th January writes of us as follows:—

The Colony maintains its position as the central British interest in Far Eastern waters, and it is heartily to be desired that its sanitary record could be a little brighter. The arrivals of a plague expert (whatever that may imply), a sanitary expert, and Japanese doctors do not seem to have driven away the visitation. The real source of the plague has been known for some time to be rats, and it seems strange that a war of extermination has not long ago been brought their number to the smallest possible limit. Stranger still is it to find the assistant surgeons engaged on the spot in the investigation of suspicious deaths cut down in number. A new Sanitary Board with advisory powers only is recommended by the experts; but their chief recommendations concern the housing, and therefore of necessity the sanitation of the population. The motto on the entrance to the Happy Valley Graveyard at Hongkong, "*Hodie mihi, cras tibi*," is illustrative of the uncertainty of life in the early days of the Colony; but if the authorities will only take for their text "*Sanitas, sanitas, omnia sanitas*," the words will be more nearly in line with modern sentiment, and may yet show an excellent way out of plague troubles.

It is somewhat remarkable that the sanitary condition of the Colony seems to retard its business and social advances so little. The foundation block of the extension of the naval yard has been laid. An electric tram all round the island is spoken of in the near future. A scheme is afoot for the establishment of a school for the better education of European children, while the elasticity of the Empire is illustrated by a reported contract for the conveyance of troops to Hongkong via the Canadian Pacific line, and by the inauguration of the new Sikh and Hindu Temples. The new territory progresses favourably, due regard being paid to the necessity for sound administration and for an ability to issue valid titles to intending land purchasers. The spectacle of a water famine in Hongkong, seems almost impossible to conceive, but it occurred, and it reflects no credit on the authorities concerned. The establishment of new banks—the Guaranty Trust Company of New York, the Russo-Chinese Bank, and the International Banking Corporation—is a bold step, considering the banking interval, in which Hongkong takes pride; but competition seems inevitable in modern days, and a little blood-letting may do good to all.

## THE GERMAN INVASION OF AFGHANISTAN.

The *Bourne Gazette* comments on the fact, which, it says, has been rendered obvious by recent debates in the British Parliament, that Great Britain and Germany now share the business of supplying Afghanistan with guns, rifles and other arms, whereas up to 1901 the former was alone in the field. The journal then goes on to refer to the rapid extension of German trade in countries where Germans gain a footing, and says that Germany, having now undertaken to supply Afghanistan with arms, will no doubt not lose much time in flooding that country with other products of her industry. After attributing the German invasion to the action of Great Britain in keeping Afghanistan closed to Russian products, the *Bourne Gazette* declares that such a state of affairs is altogether abnormal from the point of view of the interests of Russia, which has spent so many millions in opening up Central Asia, and that therefore the settlement of the question of the establishment of a Consulate or some other form of Governmental representation is now more imperative than ever. This question, the journal concludes, must be brought forward in a rational manner, as it is becoming more and more apparent that Afghanistan, like many other countries, finds itself the object of one of the numerous Anglo-German records which have been accumulating since 1893.

## NORTHERN NOTES.

The following items are from the *P. & T. Times* of the 17th ult.—

Many poor were frozen to death during the extreme cold in Peking about ten days before. News keeps dribbling in that Russia will completely evacuate Manchuria by the 1st of the 3rd Moon. It must be understood this evacuation will be on the lines so graphically laid down by Dr. Morrison.

Viceroy Yuan is reported to be sending the cap round among the Viceroys and Governors to raise funds for the rebuilding of the Peking gates. Chihli has contributed Tls. 50,000.

One of the P. L. C. recommends the Empress Dowager to cancel the order for the special examination next year, as so many useless men have been recommended for it, and the special object for it was to obtain good officials without loss of time. The Prince suggests that men be recommended by the universities instead, and their introducers be held strictly responsible for their efficiency.

Viceroy Yuan and Chang Chi-tung, says *L'Impartial*, are said to have jointly memorialised against the Minister of Education, Chang, for accepting pupils of Kang Yu-wei. He volunteered to give up the post, and invited them to take all responsibilities.

Two cases have recently occurred in Peking of a man dead body being packed in a trunk and left in some lonely place. This, we believe, is a new phase in Chinese crime, though sadly familiar in the West.

The *Chih Pao* states that it is said in Peking the Government intend to enrol 20 or 30 battalions of Mohammedan troops, as they are much harder in service than the Chinese.

The Customs Tooti has notified all Consuls that foreigners holding land outside the foreign settlements must report the same to the Chinese authorities and have it duly surveyed and registered.

The Government, finding the resources of taxation becoming limited, is considering a proposal made by one official to tax secondary wives at the rate of Tls. 100 a piece. It seems hardly probable that even desperate straits will bring this to pass, however. What a pity it is that some official does not suggest the practical remedy of reducing Court expenses!

The Mohammedan anti-footbinding Society started in the west of the city are circulating their regulations and asking adherents. The Russians have applied to the Chinese to export salt to Vladivostok, and the Viceroy has been instructed to arrange the matter. The local salt merchants are much excited over the order, which is the first ever received by China for salt.

The natives are not particularly grateful for the introduction of gold cash here, as the exchange is only some 750 to the dollar and they find the purchasing power of the Mexican limited accordingly.

## MUTINY ON AN EMIGRATION STEAMER.

The *Singapore Free Press* of the 23rd ult. writes:—

On the arrival of the *Tsintan*, a N.D.L. boat trading between Bangkok and Singapore this morning, it was reported that a mutiny had occurred on board whilst the vessel was on her journey here. It appears that the *Tsintan* left Pakhoi bound for Bangkok in ballast and having on board 1,356 coolies whom it was intended to land at Muntok. When the ship arrived in this port, however, the coolies as one man refused to leave the vessel and go on shore. They stated that they had been told the ship was going to Singapore and they were willing to go there but they would not go off at Muntok. The Headman had been tied up by some of the men and threats were used against his life, and the officers of the ship were unable to rescue him. On the afternoon of the day of arrival at Muntok the men broke out in open mutiny, and matters began to look dangerous. They stormed the bridge-deck despite the efforts of the officers and crew to keep them back. Seeing it was impossible to get them in hand with the means at his disposal Capt Koch sent for assistants, and the Dutch authorities sent off a lieutenant and twenty soldiers who boarded the ship accompanied by the Harbour Master. The coolies were for the time being pacified, but the Dutch authorities refused to take them on shore as they were unwilling, saying that the coolies were free men and not slaves. The coolies were then formally asked if they wished to go ashore and as they said no, the Harbour Master ordered the Captain to get up steam and the ship left the harbour. When they saw that the vessel was going to Singapore the men appeared satisfied and gave but little more trouble. The *Tsintan* arrived here towards midday and remained on in the roads until communication could be established with the Chinese Protectorate's here as regards what is to be done with the men.

On the 24th ult. the *Free Press* gave the following additional news:—Yesterday evening the coolies who mutinied on the *Tsintan* and refused to land at Muntok were landed from the steamer and taken to the Chinese Protectorate under Mr. Evans had them examined and then distributed them amongst the various licensed immigrant depots, from which they can be hired out at rates fixed by Mr. Evans. The coolies have behaved in a very orderly manner since their arrival here, and indeed seem delighted to be in Singapore. Any one needing labourers should apply at the Protectorate. Mr. Evans has not concerned himself as to their reasons for refusing to go to Muntok, this being beyond his jurisdiction, and the coolies will be treated as ordinary immigrants. The vessel leaves for Bangkok to-day.

The New York policeman, it is said, can, when he chooses, be exceedingly explicit. The story is quoted of the man who said to a Broadway policeman, "I want to go to Fulton Street," and when the officer retorted, "Well, why in thunder don't you go, then?" but the teller adds that he does not believe it. "In the first place, a Broadway policeman would never use such a mumbly-pamby expression as 'thunder,' and in the second place, I asked one the other day how to get to Frills and Ribbing's new store, and he was most explicit and discerning. He said, 'Any old car, lady. Guess you're from Jersey!'"

## THE MARCONI SYSTEM IN A NUTSHELL.

The principle of this wireless telegraphy may be briefly stated thus:—The waves of electric currents passed through a wire set up vibrations in the ether which fill all space. These waves or vibrations are gathered up by wires at the receiving station, and delicate instruments record the pulsations with such accuracy that they reproduce the exact signs made by the sender. To facilitate the transmission of these waves through the atmosphere the sending and receiving wires have to be raised on high poles. Those at Cape Breton are 215ft. high.

The latest endeavour is to "tune" the sending and receiving instruments that it will be possible for several to use the same wire. One receiving instrument will only take messages sent by another instrument "tuned" to the same pitch, that is, sending vibrations of a given length and frequency. Other instruments will work at different "pitches" and three or four messages may be passing simultaneously.

The other day a man wanted to telegraph to a ship a thousand miles at sea, and was amazed to learn that, though the system could carry over the ocean, it could not pick up a ship a thousand miles out. The difficulty was that this particular steamer's gear was only suited to shorter distances, and could not take a message over so great a space. One steamer was spoken 150 miles away when equipped with receivers specially adapted for the purpose.

The system is now in use for land telegraphy in the Congo Free State, and at Honolulu communication is kept up with surrounding islands by Marconi telegraphy.

The managing director of the Marconi Company was asked how soon the public would be allowed the privilege of sending messages, at what speed the messages already transmitted were sent, and whether the service would be liable to interruption by thunderstorms or other electrical disturbances?

To the first question Mr. Hall replied that the instruments would be busy for some time with official correspondence and complementary messages, and it was not possible to fix a date for the public opening of the service. On the question of speed Mr. Hall declared that it was now only a matter of doubling, tripling, or quadrupling the instruments. With the old code a maximum of 25 words and an average of 15 words a minute had been secured. With the new magnetic detector the speed is about 35 words. The company is now making contracts, and large contracts too, "conditional on the successful demonstration of our ability to send and receive simultaneously different messages through differently used instruments connected with the same aerial wire. This is in effect a promise that the difficulty of 'tuning' has been successfully overcome. It has been continually said that 'tuning' is a failure, but the making of these contracts, as Mr. Hall pointed out, is a substantial answer to such allegations. As for the danger of atmospheric interruptions, Mr. Hall pointed out that the company will contract to send messages under any atmospheric conditions. It is possible for the Marconi system to work in a thunderstorm and in semi-tropical countries where other systems are completely interrupted. The company's next development will be another long distance service for public use, the contract for which is now being arranged with a foreign Government.

## KHARBIN.

A correspondent of the *Nouvelles Vremya* gives an extremely interesting account of the present aspect of the Russian town of Kharbin or Kharbin, as the Russians spell it, the controlling centre of the Manchurian Railway.

In Manchuria, as everywhere else in Asia, Russia acts upon a fixed principle of avoiding existing towns, and taking her roads or railroads several miles away from them. In this manner in a few years, more or less, according to the anxiety of the Government to consolidate their power in the district in question, a new town rises, purely Russian, and in the natural course of events completely eats the heart out of the ancient centre. The station of Kharbin is no exception. The correspondent proceeds:—

"This new town is already planned out. Its centre is the church, a handsome pile standing on an eminence, of beautiful design, and built of wood, visible from all sides round for a great distance. About it is a spacious square, already planted with trees, and on its sides are handsome brick buildings, with straight streets of which the roadways are laid with broken brick, and the wide trottoirs are lined with poles for the telegraph, the telephone, and the electric lighting power. The Government buildings are a wonder to the eye for their size, and among the largest of them all is a huge erection for the control of the China Railway, while a no less colossal erection is that of the branch of the Russo-Chinese Bank."

The Chinese are taking their captors captive, and the Russian *monjig* cannot earn his salt alongside the swarms of cheap and sober Chinamen. The writer notes another characteristic feature of Russian culture, whether in the East or nearer home. Every provision is already made in the heart of Manchuria for the familiar systems of State-protected vice and the ubiquitous vodka-shop, without which the Russian finds life insupportable, but there are no newspapers, no books to be had, and no other species of recreation of any kind besides the two just mentioned. Underscored circumstances it is not surprising that the Russian, who is not guaranteed by Government employ, speedily drifts into that class which Maxim Gorki has immortalised as "barefooters," and the labour and the profits of the entire settlement are in the hands of the native Chinamen. A still more serious feature noted is that the Chinese seem to be losing the wholesome respect for the Russian which certain sharp experiences of a few years ago inculcated in a way which the world has not heard of since the days of Genghis Khan. After making all allowances for the point of view of the writer, it is plain from his account that Russia has problems to face in China which cannot be regarded as serious.

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## THE NOBEL PRIZES.

The Nobel prizes are five in number, are awarded annually, and are of the value of about £8,000 each. One of the prizes is for chemistry, one for physics, and one for medicine. There are also prizes for literature, and for services rendered to the cause of peace and international fraternity. The awards are to be made without distinction of nationality. Let it not be supposed, however, that anyone who thinks himself eligible is at liberty to send in his name as a competitor. The names of candidates must be submitted on their behalf to the Carolin Institute by such learned or literary societies as the Carolin Institute may apply to from year to year. In this way the task of the examiners is simplified as far as possible. They, nevertheless, are enjoined to take the best part of a twelve-month to read the works of the competitors, and weigh their claims. In order that it may be worth the while of the best men to give their best energies to the discovery of the most deserving candidate, the prizes are the magnificent sum of £70,000 to cover its expenses. The whole organisation is under the supreme control of the King, who with his own hand, signed the by-laws governing the endowment.

One is pleased to see an Englishman winning a prize in such a competition. In 1901—when the first distribution was made—there was no English prize-winner; but in 1902 the award for medicine fell to Major Ross. The name, very likely, means nothing to many readers of this page. Major Ross is only an Army doctor; and it is not, as to Army doctors that we look for important medical discoveries. In fact, in a fact, an Army doctor who thought it was in fact, an Army doctor who invented, patented, and made a fortune out of chloroform. Major Ross' discovery, however, leaves Dr. Collis Brown and his chloroform far behind, and ranks as one of the greatest medical discoveries of the century. He is the man who solved the mystery of malaria, found out how it is caused, how it is spread, and how, in all human probability, it may be expelled from all regions inhabited by white men.

Malaria, he it noted, is the curse of most tropical countries, and also of a good many countries that are not tropical. Even in Italy extensive areas are uninhabitable because of it. If you are out after sundown on the Roman Campagna you catch it almost to a certainty. In certain parts of India, and on the West Coast of Africa, it is the ever-present danger. Everybody gets it, and the first attack gives no immunity against a second. It comes again and again. The strongest constitutions are gradually undermined by it. It is a worse enemy than cholera, than dysentery, than even the dreaded "Yellow Jack." It effectively prevents colonisation in some of the most fertile quarters of the globe, and cripples the energy of the colonists in others. The energy of a man who has a means of coping with malaria has conquered new worlds for civilisation. Until the other day nothing was known about malaria except that quinine cured it. Some attributed it to the drinking of contaminated water, others to the exhalations of decaying vegetation, others to the exhalations of newly upturned soil. Then people began to wonder vaguely whether mosquito bites had not perhaps something to do with the disease. But Major Ross was not satisfied with wondering vaguely. He went to Calcutta to investigate. He not only observed the cases, but he dissected the mosquitoes. His laboratory experiments established two things: First, that the mosquito bite was at any rate

one of the agents in disseminating malaria; secondly, that the poison was not carried by all mosquitoes, but only by a particular kind of mosquito, called *Anopheles*—a Greek word meaning a mosquito that one has "no use for." The next experiments were made in Italy. An Italian doctor, Signor Grassi, spent the worst part of the year, with five other persons, in the worst district of the Campagna. They breathed the same air and lived the same lives as the other inhabitants, except that at night they retired within a mosquito-proof hut. The result was that, while everyone else in the village suffered from malaria, they were all exempt from it. The connection between malaria and the mosquitoes that one has no use for was now conclusively established as any truth in medicine can ever be.

But the work of Major Ross was not completed. He wanted to see whether it was possible to suppress malaria by killing the mosquitoes. It was not such a hopeless task as might be thought, as the breeding-places of the beast are easily discovered, and it does not fly far away from them. He went to Freetown, and instituted a regular campaign against the mosquito larvae. They breed in stagnant pools, and thousands of negroes were employed in filling up these pools, or pouring petroleum upon them. The time came when Major Ross was able to report that it was almost impossible to find any more mosquitoes of the poisonous kind in Freetown, and that "a little perseverance will enable us to abolish these malaria-bearing insects." In short, the conquest of the new province for European civilisation has begun.—*T. P.'s Weekly*.

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SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

HOTZ, S. JACOB & CO.,  
Agents.  
Hongkong, 2nd April, 1900.

NORTH BRITISH AND MERCANTILE  
FIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901.  
£15,722,693.

I. AUTHORIZED CAPITAL ... £3,000,000 0 0  
II. PAID-UP CAPITAL ... 2,750,000 0 0  
III. FUND ... 887,500 0 0  
IV. FUND ... 2,085,518 5 2

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prepared to ACCEPT RISKS against FIRE  
at Current Rates.

SHAW, TOMES & CO.,  
Agents.  
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mended by the Queen to think Mr.  
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Visitors to London should use  
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24 Maps and Plans.  
64 Illustrations.  
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Visitors to Brighton, Eastbourne, Hastings,  
Bournemouth, Wye Valley, Severn Valley,  
Bath, Weston-super-mare, Malvern, Hereford,  
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Llandudno, Rhyl, Barmouth, etc. etc.  
Wight, and Channel Islands should use  
DARLINGTON'S HANDBOOKS, 1s. each.  
1s. THE HOTELS OF THE WORLD  
A Handbook to the leading Hotels throughout  
the World.  
Llangollen: DARLINGTON & CO.  
LONDON: SIMPKIN & CO. [1177]

MADAME HUMBERT AND THE  
PHANTOM MILLIONS.

There is nothing in the birth of this woman  
to explain her tremendous success. She is the  
child of poverty-stricken and not very reputable  
parents; she is not a Princess Radziwill  
standing almost on the steps of a throne, and  
with the noble blood of Russia and Germany in  
her veins. She is not even a De la Motte, the  
heroine of the necklace scandal which helped  
poor Marie Antoinette on to the guillotine; for  
De la Motte, though poverty-stricken, was a  
daughter of kings; had received the education  
of a convent; was a gentlewoman, though a  
fallen one. Theresia Daurignac had been  
brought up as a peasant, and she remains a  
peasant. She has never succeeded in speaking  
grammatically, and she has the dreadful pro-  
nunciation and accent of the Gascon peasant.

HER DEFECTS OF SPEECH.  
She has only to open her mouth, and you  
know that she is common in origin, common in  
mind, common in everything. She herself is so  
conscious of this, that now and then she laughs  
—a little grimly, perhaps—but she laughs at  
her own defects. Once she asked a celebrated  
actress to teach her how to recite a certain  
poem, romantic and melodious; and when the  
tall-tale smile of the actress pointed to the  
curious contrast there would be between the  
refinement of the words and the horror and  
vulgarity of her accent, she accused herself  
somewhat awkwardly by the statement that she  
only desired to attempt this task because she  
wanted to do something to please the husband  
she adored.

HER PHYSICAL DEFECTS.  
She has always had other physical and mental  
peculiarities which have helped to increase the  
possibilities of her ungodliness and commonness.  
Through some thickening of her tongue she had  
a lip which enabled her from pronouncing pro-  
perly a number of words. And the expres-  
sion of her face could be made to look so  
dull and vacuous that it was impossible  
to suppose her anything but a simple,  
credulous peasant—the fore-doomed victim  
of every joke and of every scoundrel. All  
peasants are supposed by the Parisian to be  
more or less stupid; but no peasant was ever so  
stupid as Theresia Daurignac looked. Yet some  
of these physical and other disadvantages were  
among the most potent of her weapons in her  
great summary of deceit and fraud. A lip,  
accompanied as it was in her case by something  
of a stutter, is always useful to the rogue; the  
lip, especially in a woman's mouth, increases  
the sense of her simplicity; and the stutter has  
always proved useful to the male or female  
villain—it gives them time to find the words by  
which they conceal their thoughts or explain  
their contradictions.

HER FEATURES.  
The forehead is high and smooth; the hair  
is brushed back from it, so that it is all dis-  
played; the complexion is pallid; the eyes,  
though they are black, do not seem to have  
struck anybody by their brilliancy; in fact,  
commonness and commonplace are, these are  
the dominant notes of everything about the  
woman. Sufficiently slender in her youth, she  
developed in middle age the stoutness which is  
the Nemesis of the middle age of so many  
Frenchwomen. And this obesity helped  
further to accentuate the commonness of her  
appearance. She looked either like the typical  
cook or the typical small shopkeeper, who sits  
and pants behind the cashier's desk in so many  
French shops; one French writer, who knew  
her well, says that when you looked at her  
ample waist, you were rather surprised not to  
see there the bunch of keys which is the  
symbol of the housewife housekeeper. Others  
who knew the woman for years never paid much  
attention to her; she seemed simply a vulgar  
nobody, a dress-up peasant, one of the common  
and senseless rich whose good fortune seems an  
offence.

HER CONVERSATION.  
A woman can be illiterate and have a vile  
accent, and yet display the strength of her in-  
tellect in her conversation. It was not so with  
Theresia Daurignac. Her conversation, like her  
person, was common and, perhaps, commonplace;  
it was vulgar, trivial, incoherent; it revealed  
brutality of ideas and of character; the fish-bug  
evidently lay near the surface; and when the  
occasion required the fish-bug burst forth, and  
there poured out a torrent of defiant, irreverent  
words which shocked, horrified, and often a fright-  
ened. It was then, perhaps, that keen observers  
had some suspicion of all the boundless forces  
that underlay all this commonness and  
commonplaceness.

A GREAT TEMPERAMENT.  
Essentially Theresia Daurignac was a great  
temperament; that is the key to the whole  
mystery. How can I define what is meant by  
temperament, especially in a woman? I can no  
more explain it and its effect in the case of  
Madame Humbert than in the case of  
Napoleon. When he, at twenty-six, was  
appointed Commander-in-Chief of the Army  
in Italy, how was able to cow by one look of his  
terrible eye all the Generals, old and young,  
whose disappointed ambition and burning and  
corroding envy would have been as merciful to  
him as though he were a lamb and they a cage  
of tigers. These are mysteries in the abysses  
of our nature, like the secrets of love between  
man and woman, which lie too deep for full  
explanation. Suffice it to say, that Madame  
Humbert was essentially, as I have said, a great  
temperament. She commanded and controlled  
everybody with whom she was ever brought  
into close contact.

IN HER FAMILY.  
Her husband was miles above her in station,  
in education, in manners; he was, in short,  
a gentleman, and she but a common peasant; but  
he was as clay in her hands, and whenever he  
attempted to interfere, she contemptuously told  
him to go and mind his fishing. She was the  
man of business, he was the dreamer and the  
waxing, who wore breeches when he ought  
to have been in petticoats. Still, early with the  
other members of her family. One of her  
sisters played a part for her with as much  
deceit as she thought she were a doll pulled by  
wires; one of her brothers went on a grand  
as though he were a servant; another brother  
was one of her chief confederates, and he

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**CALVERT'S  
CARBOLIC  
Tooth Powder.**

A unique and efficacious preparation for  
cleansing the teeth and strengthening the gums.

F. C. CALVERT & Co., Manchester, Eng.

enabled at her look. One can see his shivers  
through the lines of one of his letters, in which  
he asks a friend not to mention some piece of  
neglect on her part.

HER EXTRAORDINARY INFLUENCE.  
These are triumphs of a strong temperament  
over the members of her own family; but they  
are poor and weak things compared with her  
triumphs over strangers. This common crea-  
ture, with the obese person, and the vulgar  
accent, and the turbid talk, succeeded in fooling  
and robbing the most experienced bankers, the  
hardest financiers, the great and multitudinous  
tribe of hard-eyed, hawk-nosed money-lenders—  
for a quarter of a century, fooled also the  
sacred minds in France; the highest judges,  
the greatest lawyers, the most influential  
politicians, kept at bay even the laugher army  
of jewellers and dressmakers and house-agents,  
who, in Paris, have, as a rule, as much mercy as  
the asphalt that stretches on the street—in  
short, for the longest time on record, baffled  
pursuit, enquiry, investigation, creditors, all  
the human bloodhounds of the law, finance, and  
trade.—T.P.'s Weekly.

## THE LATE DR. TEMPLE.

Many amusing stories are told of the late  
Archbishop, especially of his almost crushing  
humility. A clergyman who had been offered  
a bishopric once consulted him. "I'm not  
much of a preacher," he said. "I know  
you're not; I've heard you," was all the com-  
fort he got from Temple, who hated dull ser-  
mons. A lady explained to him how her aunt  
had narrowly escaped being in a terrible rail-  
way accident, and asked if he did not regard  
that as a direct intimation of Providence. "I  
can't say; I didn't know your aunt." A vicar  
once asked if he might accept a second living in  
plurality. "How far from the present living?"  
queried the then bishop drily. "About six miles  
as the crow flies," replied the applicant per-  
suasively. "But you're not a crow; you can't  
fly; and you shan't have it." And the inter-  
view ended.

Another story hinges upon the fact that Dr.  
Goe, formerly rector of St. George's, Blooms-  
bury, and afterwards Bishop of Malabar, was  
the possessor of two very curious Christian  
names, Field, Flowers. This reverend gentle-  
man in his saintly days, so it is said, was ploughed  
for smalls. Dr. Temple was among the  
examiners, and when the unfortunate young  
man came up to learn his fate, he was thus  
addressed by the late Primate: "Field, you're  
ploughed; Flowers, you're plucked; Goe, you  
can go."

An Old Rugby man sends to the *Daily  
Chronicle* the following sterling tribute to the  
strong hold which Temple's powerful character  
and high principle had unconsciously established  
upon the school:—"I have not forgotten and  
I hope I never shall forget Temple's last  
sermon (on December 12, 1899) in the old  
Rugby School Chapel, which was demolished  
soon after he left for Exeter. Never before  
had the place seen such a congregation. Old  
Rugby turned up from all parts of the country,  
and even from the Continent. The long oak  
benches somehow held nearly double the number  
for which they were intended, chairs blocked  
every aisle, and distinguished men accepted the  
hospitality of the organist in his 'loft.' The  
next day the Master spoke again, standing on a  
chair in the corner of the Quadrangle. In its  
way it was a more impressive sermon than that  
which he had spoken from the pulpit. When  
he had finished we tried to cheer but it was in  
vain. We could only crowd round him, and  
each in turn press his hand."

There was some thing in keeping with the  
man, his plumpness and directness, in the  
departure of the funeral cortege of the late  
Archbishop from Lambeth Palace. Since Dr.  
Temple's decease the flag of St. George—a red  
upright cross on white ground—has been flying  
at half-mast from the grey church tower; and  
yesterday, with an absence of mere sentiment  
worthy of the occasion, Mrs. Temple ordered it  
to be set at full height in tribute to the joyful  
character of the day. It is just the thing the  
Archbishop would have wished to be done. The  
route chosen to reach Victoria station was not  
the statorial one over Westminster Bridge; and  
under the shadow of the Abbey. It would have  
made occasion for much mauling, the passing  
of an Archbishop's ashes alongside the historic  
fane of Westminster. It seems only yesterday  
that he was delivering the afternoon address there  
on Confessor's Day, when he might have said  
some characteristic things on the new Deanery  
appointment, and counted himself with a  
short quiet homily on the work of the Church  
at home and abroad. There were plenty  
of Bank Holiday spectators to have done justice  
to a great event, but they passed over the main  
bridge unconscious for the most part that  
there was anything at all. But outside Lam-  
beth Palace, from noon onwards, a respectful  
few had gathered to witness the mournful  
departure, and this sprinkling had grown into a  
crowd by two o'clock. As they waited the  
gulls fluttered around Lambeth Bridge, and  
one gazed on the walls of the House of Lords,  
remembering the Archbishop's last speech  
there, a scene which has been so fitly paralleled  
with the collapse of Clatham a century and a  
half ago.

MERELY A REMINDER.  
Bear in mind that Perry Davis' Painkiller is  
just as good for internal as for external troubles.  
It will stop the agonising cramps in the bowels  
which follow exposure to cold and wet when  
taken internally, and will cure strains, sprains  
and bruises when applied externally. It should  
be administered in warm water, slightly  
sweetened. There is but one Painkiller, Perry  
Davis'. [258-8]

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for keeping horses.

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IU YUK KWAN,  
Proprietor.  
Hongkong, 27th January, 1903.

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GUNS and their Subsequent Use  
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DENTS' WHITE PARIS CASTOR FOU L-BUTTON, STITCHED  
WHITE OR BLACK, \$1.25.

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ARE THIS SEASON'S STOCK.

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WM. SCHMIDT & CO.  
Hongkong, 28th November, 1902.



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1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-day, at 4 P.M.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TELEMACUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	COROMANDEL	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st March.
LONDON & ANTWERP, VIA SINGAPORE, &c.	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th March.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 7th inst. at Daylight.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	SALAZAR	Fren. str.	—	Aubert	MESSAGERIES MARITIMES	On 9th inst. at 1 P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	DAKOTA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	DARSTADT	Ger. str.	2 m.	G. Meiners	MELCHERS & CO.	To-morrow, at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	AMERICA	Ger. str.	—	Duckstein	HAMBURG-AMERIKA LINIE	On 5th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	WURZBURG	Ger. str.	—	v. Binzer	HAMBURG-AMERIKA LINIE	On 10th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	C. FELD LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 26th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	BAMBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 10th March.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th March.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 7th April.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 21st April.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Colledani	SANDER, WEBER & CO.	On 14th inst. P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	HINDUSTAN	Brit. str.	—	—	DODWELL & CO. LD.	About 4th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	INDRADO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 10th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	GHIBALTAR	Brit. str.	—	Easterbrook	SHAW, TOMES & CO.	On or about 14th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	D. Morris	CANADIAN PACIFIC RAILWAY CO.	On 11th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC RAILWAY CO.	On 25th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	PERIADES	Brit. str.	—	F. G. Parington	DODWELL & CO. LIMITED	On 7th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	RIOMARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 10th inst. at 4 P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	IYO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	INDRAPUR	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	AUSTRALIAN	Brit. str.	—	Holms	GIBB, LIVINGSTON & CO.	On 5th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	TAISAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KASUGA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 22nd inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	BOMBAY MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KASA MARU	Jap. str.	—	W. Bahrndt	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KENGO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	TAMBU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	TIENTSIN	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 6th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	ANNAM	Fren. str.	—	Girard	MESSAGERIES MARITIMES	On or about 9th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	PREUSSEN	Ger. str.	—	E. Prehn	MELCHERS & CO.	Quick despatch.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	BENGAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 15th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	DAIGI MARU	Jap. str.	1 m.	T. W. Groves	OSAKA SHOSEN KAISHA	On 8th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	MAIDURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	To-morrow.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	HANCHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPELLE & CO.	To-day, at 10 A.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KAI ONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	LOONGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	TOTO KISEN KAISHA	To-day, at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	DIAMANTE	Brit. str.	—	A. H. Notley	SHAW, TOMES & CO.	To-day, at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	I. DE LA RAMA	Amr. str.	—	F. Such	Hijos de I. de la Rama	On 5th inst. at 4 P.M.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KHAYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	SAFARI	Brit. str.	2 m.	E. Rodger	SHAW, TOMES & CO.	On 6th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	SAFARI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	TAISAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSON & CO. LD.	On 7th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	CAPRI	Ital. str.	—	Belsito	CARLWITZ & CO.	On 13th inst. at Noon.
MAISELLES, LONDON & ANTWERP, VIA SINGAPORE, &c.	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 24th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
Feb. 1. LOBOS, Norw. str. 757. H. Meyer, Wulu via Chinkiang 25th Jan. Rice—MECHERS & CO.  
Feb. 1. QUANGYAN, French str. 707. Martins, Saigon 27th Jan. Rice—BRADLEY & CO.  
Feb. 1. I. DE LA RAMA, Amr. str. 650. F. Such, Manila 29th Jan. General—ORDER.  
Feb. 2. ANANBA, Danish str. 1,158. S. B. Cortez, Saigon 22nd January, Rice—CHINESE.  
Feb. 2. ANKOLA, Russian cruiser, 8,500. Reitzschel, Pulo Samboe 25th January.  
Feb. 2. DUMFRIES, British str. 3,000. Thompson, Liverpool 18th Dec. General—BUTTERFIELD & SWIRE.  
Feb. 2. EMMA JAYAKS, German steamer, 1,110. Martins, Saigon 25th Jan. Rice—BAIT ASIATIC TRADING CO.  
Feb. 2. GLENCOCK, British str. 2,359. G. E. Warner, N.C.E. Tacoma via Moji 29th Jan. Flour—DODWELL & CO. LD.  
Feb. 2. HINDUSTAN, British str. 2,338. F. Littlehales, Hongkong 25th Jan. General—DODWELL & CO. LD.  
Feb. 2. MARIE JENSEN, German str. 1,771. H. Hendiken, Singapore 24th Jan. Rice—JENSEN & CO.  
Feb. 2. NASHAN, British str. 1,200. M. Wall, Saigon 25th Jan. Rice—BRADLEY & CO.  
Feb. 2. PIRANUS, German str. 1,011. M. Hendiken, Hongkong 24th Jan. Rice—BUTTERFIELD & SWIRE.  
Feb. 2. SHIMAN, British str. 845. A. Jones, Saigon 25th Jan. Rice—BRADLEY & CO.  
Feb. 2. TAILER, German str. 939. Michael, Saigon 22nd January, Sugar—MEYER & CO.  
Feb. 2. VERONA, German str. 3,038. H. N. Spies, New York 13th Nov. General—CARLWITZ & CO.  
Feb. 2. ZAFIRO, British str. 1,011. R. Rodger, Manila 18th January, General—SHAW, TOMES & CO.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
2nd January.  
3rd February.  
Aperade, German str. for Hoihow.  
Benedi, British str. for Singapore.  
Carl Diederichsen, German str. for Haiphong.  
Haitan, French str. for Hoihow.  
Huang, British str. for Canton.  
Juden, Norwegian str. for Canton.  
Sabine Rickmers, British str. for Palembang.  
**DEPARTURES.**  
1st February.  
HIKOSAN MARU, Japanese str. for Katsuchiro.  
2nd February.  
BENEDI, British str. for Louon.  
GLENFALLOCH, British str. for Amoy.  
HANYANG, British str. for Canton.  
LODSEW, Norwegian str. for Canton.  
MALTA, British str. for Shanghai.

## VESSELS IN DOCK.

2nd February.  
ABERDEEN DOCKS.—Pleades, Bith Thuan.  
Kowloon DOCKS.—H. G.M.E. Ibis, Kin-shan, Vigilante, Heinrich Mendel, Compau de Filipinas, Sherman, Empress of India, Sang-kung, Tulu.  
METROPOLITAN DOCK.—Mausang, Petcha-luri.  
**HIGH-CLASS CHRISTMAS CAKES**  
CAKES, decorated ... from \$1.00  
Plain Christmas Cakes ... 0.60  
German Sand Cakes ... from \$1 to \$5.00  
Assorted Pastry Cakes ... per dozen 0.80  
Scott Buns ... from 1.50  
Frieden Stollen ... 2.00  
Mince Pies ... per dozen 2.40  
Chicken and Ham Pies ... from 3.00  
Chicken and Ham Patties ... 2.40  
Game Pies ... from 5.00  
Lris mas Puddings &c. to Order.  
Please apply to WEISMAN & CO., 142, Praya East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL ASSORTED WATER DEPOT, 105, House Street.  
Hongkong, 19th December, 1902. [117-1]

## VESSEL ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship.  
"HAICHUNG."  
Captain Hodgins will be despatched for the above ports TO DAY, the 3rd February, at 10 A.M.  
For Freight or Passage, apply to DOUGLAS LAPELLE & CO., General Managers.  
Hongkong 28th January, 1903. [373]



**TOYO KISEN KAISHA.**  
(ORIENTAL S.S. CO.)  
REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.  
THE Company's well-known Steamship  
"ROHILLA MARU."  
3,500 Tons, Capt. E. P. Bishop, will be despatched for MANILA TO DAY, the 3rd February, at Noon.  
To be followed by the "ROSETTA MARU" on the 8th February.  
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewards carried.  
For Freight or Passage, apply at the Company's Office, 3, Queen's Building, 105, House Street.  
K. NAKASHIMA, Manager.  
Hongkong, 29th January, 1903. [16]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR MANILA.  
THE Company's Steamship  
"LOONGSANG."  
Captain Weigall will be despatched as above TO DAY, the 3rd February, at 4 P.M.  
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 30th January, 1903. [332]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship  
"AUSTRALIAN."  
Captain Helms will be despatched as above on THURSDAY, the 5th February, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with the electric light.  
A stewardess and a duly qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in state rooms.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 14th January, 1903. [34]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMSHIP	TONS	WEDNESDAY, 11th Feb.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 25th Feb.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.
R.M.S. "EMPRE-8 OF CHINA"	6,000 Tons	WEDNESDAY, 1st April
R.M.S. "EMPRE-8 OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 6th May
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 19th May
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey as compared with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. B. BROWN, General Agent.

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
PLEIADES	F. G. Parington	3,753	February 7th
SHAWMUT	W. M. Smith	9,696	February 17th
LYRA	J. E. Igo	4,417	March 10th
VICTORIA	J. E. Igo	3,502	March 17th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.  
For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.  
Hongkong, 20th January, 1903. [7]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 7th Feb. at DAYLIGHT.
RIOMARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Feb. at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Feb. at DAYLIGHT.
SANUKI MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st Feb. at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 24th Feb. at NOON.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb. at NOON.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb. at 4 P.M.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Feb. at DAYLIGHT.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Feb. at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.  
A. S. MIHARA, Manager.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
† DARMSTADT	WEDNESDAY 4th Feb. 1903.
† STUTTGART	WEDNESDAY 18th Feb. 1903.
† PREUSSEN	WEDNESDAY 4th Mar. 1903.
* HAMBURG	WEDNESDAY 18th Mar. 1903.
† PRINZ HEINRICH	WEDNESDAY 1st April 1903.
† SACHSEN	WEDNESDAY 15th April 1903.
† KLAUSCHOU	WEDNESDAY 29th April 1903.
BAYERN	WEDNESDAY 13th May 1903.
BOON	WEDNESDAY 27th May 1903.
PRINZ REG. LUITPOLD	THURSDAY 11th June 1903.

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 4th day of February, 1903, at NOON, the Steamship "DARMSTADT," of the Norddeutscher Lloyd, Captain G. Meiners, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 2nd February, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd February, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 3rd February.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

For further Particulars, apply to  
HONGKONG, 22nd January, 1903.  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO., AGENTS.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

# PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA .....	HAVRE and HAMBURG .....	On 5th Feb. Freight.
Capt. Duckstein .....	(Calling at Singapore) .....	
WURZBURG .....	HAVRE and HAMBURG .....	On 10th Feb. Freight & Passengers.
Capt. v. Binzer .....	(Calling at Singapore and Colombo) .....	
C. FELD. LAEISZ .....	HAVRE and HAMBURG .....	On 26th Feb. Freight.
Capt. Fuchs .....	(Calling at Singapore and Penang) .....	
BAMBERG .....	HAVRE and HAMBURG .....	On 16th Mar. Freight.
Capt. Kirchner .....	(Calling at Singapore and Colombo) .....	
ANDALUSIA .....	HAYRE and HALBURG .....	On 24th Mar. Freight.
Capt. von Doehren .....	(Calling at Singapore and Penang) .....	
KONIGSBERG .....	HAYRE and HAMBURG .....	On 7th April. Freight & Passengers.
Capt. Meyer .....	(Calling at Singapore and C. Lombi) .....	
SAMBA .....	HAYRE and HAMBURG .....	On 21st April. Freight.
Capt. Schmidt .....	(Calling at Singapore and Penang) .....	



## OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM  
NAVIGATION CO., LD.  
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CHINGWU"	On 3rd February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON VIA MARSEILLES	"TELEMACHUS"	On 10th February.
LONDON	"PROMETHEUS"	On 17th February.
LONDON	"DIOMED"	On 24th February.
LONDON	"MACHAON"	On 3rd March.
LONDON	"GLAUCUS"	On 10th March.

## LIVERPOOL BERTH.

FROM	STEAMERS	TO SAIL
LIVERPOOL	"DAIDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 28th March.

## CONTINENTAL BERTH.

FROM	STEAMERS	TO SAIL
MARSEILLES and ANTWERP	"PYRRIUS"	On 28th February.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KORE, & YOKOHAMA	"ACHILLES"	On 21st February.

\* The S.S. "DIOMED" has arrived, and leaves for Shanghai to-day.  
For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd February, 1903.

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CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIYUAN"	On 3rd February.
MANILA, CEBU and ILOILO	"KWEIYANG"	On 6th February.
ROBE and YOKOHAMA	"CHANGSHA"	On 11th February.
MANILA	"SUNGKIANG"	On 12th February.
MANILA	"TSINAN"	On 16th February.

PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

\* Taking Cargo on-through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

\* See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd February, 1903.

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## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO MOJI, KORE  
AND YOKOHAMA FOR  
OPERATING IN  
CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"INDRAKUMAR"	4,300	A. B. Hollingsworth	February 25, 1903
"INDRASAMHA"	5,197	H. P. Craven	March 15, 1903
"INDRAVELL"	4,999	W. E. Craven	April 18, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903.

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## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
DIAMANTS	1850	A. H. Noley	Manila Direct.	On 3rd Feb., at Noon.
ZAFIRO	2540	R. Rodger	Manila Direct.	On 6th Feb., at Noon.
EUBI	2540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
PERLA	1850	J. McGinty	Manila Direct.	On 13th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 29th January, 1903.

[17]

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	"DAIGI MARU"	SUNDAY, 18th
AND AMOY	"T. W. GIOVES"	February
ANPING, VIA SWATOW	"MAIZURU MARU"	WEDNESDAY, 4th
AND AMOY	"T. SAITO"	February

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamu to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 29th January, 1903.

T. ALIMA, Manager.

[15]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"INDRADEO,"  
Captain E. S. Smith, will be despatched as above  
on or about the 10th February.

For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 8th January, 1903.

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## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in China and Japan for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with LLOYD'S  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

[8]

## FOR MANILA, CEBU AND ILOILO.

## THE American Steamship

"I. DE LA RAMA,"  
Captain F. Sack, will be despatched as above  
on THURSDAY, the 5th inst., at 4 P.M.

This Steamer has superior accommodation for  
Passengers, and is fitted throughout with  
Electric Light.

For Freight or Passage, apply to  
HIJOS DE I. DE LA RAMA,  
19, Connaught Road, Praya Central,  
Hongkong, 2nd February, 1903.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"LIGHTNING,"  
Captain J. G. Spruce, will be despatched for  
the above ports on SATURDAY, the 7th  
February, at NOON.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LD.,  
Agents.

Hongkong, 2nd February, 1903.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.  
ON MONDAY, the 9th February, 1903, at  
1 P.M., the Company's Steamship  
"SALAZAR," Captain Albert, with Mail,  
Passengers, Specie and Cargo, will leave this  
Port for MARSEILLES, via Ports of Call,  
WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon,  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M., on the 8th  
February. (Parcels are not to be sent on  
board; they must be left at the Agency's Office.)  
Contents and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 29th January, 1903.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PENANG, GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship  
"COROMANDEL,"  
Captain C. D. Bennett, S.M., carrying His  
Majesty's Mails, will be despatched from this  
Port, on SATURDAY, the 14th February,  
at NOON, taking passengers and cargo for the  
above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
bills of Lading.

For further particulars, apply to  
L. A. HEWITT,  
Superintendent.

Hongkong, 3rd February, 1903.

## CHINA NAVIGATION CO., LD.

HONGKONG TO  
SYDNEY AND MELBOURNE  
VIA USUAL AUSTRALIAN PORTS OF  
CALL.

Saloon Passengers carried at SPECIALLY  
REDUCED RATES, particulars of which  
can be obtained on application to the  
Undersigned.

NEXT SAILINGS.  
"TSINAN" leaves on 16th February.  
"CHANGSHA" " 7th March.  
"CHINGTU" " 4th April.  
"TAIYUAN" " 22nd April.

Superior accommodation midships. Electric  
Light throughout. Fitted with Refrigerators  
which ensure a fresh supply of Ice and Provi-  
sions during the entire voyage. Duly qualified  
European Surgeons carried.

For further particulars, apply to  
L. A. HEWITT,  
Superintendent.

Hongkong, 3rd February, 1903.

## CHINA NAVIGATION CO., LD.

HONGKONG TO  
SYDNEY AND MELBOURNE  
VIA USUAL AUSTRALIAN PORTS OF  
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Superior accommodation midships. Electric  
Light throughout. Fitted with Refrigerators  
which ensure a fresh supply of Ice and Provi-  
sions during the entire voyage. Duly qualified  
European Surgeons carried.

For further particulars, apply to  
L. A. HEWITT,  
Superintendent.

Hongkong, 3rd February, 1903.

BUTTERFIELD & SWIRE,  
AGENTS.

CHINA NAVIGATION CO., LD.

HONGKONG, 3rd February, 1903.

## WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao  
daily at 7.30 A.M. (Sunday included).  
Departures from Macao to Hongkong daily  
at 2 P.M. (Sunday included).

This steamer is the fastest and has superior  
Cabin accommodation.

FARES:  
1st Class... \$2.00  
2nd " " 1.00  
3rd " " 0.50

Further Particulars may be obtained at the  
Office of the

WING ON STEAMSHIP CO.,  
No. 42, Bonham Street West,  
Hongkong, 22nd January, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Daily Departure from Hongkong to  
Macao at 8 A.M. from Macao to Hong-  
kong at 2 P.M. (Sunday included).

1st Class fare (including cabin and servant),  
\$5; return ticket, \$8.  
2nd Class \$2; return ticket, \$3.  
3rd Class \$1.

Superior cabin accommodation.  
Wharf at Hongkong, opposite Central  
Market; at Macao, C. M. S. N. Company's  
Wharf.

For Freight, &c., apply to  
SAM WANG & CO., LD.,  
81, Queen Road Central,  
Hongkong, 31st January, 1903.

Hongkong, 31st January, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR  
TRIESTE AND TIENTSIN DIRECT.  
Calling at SINGAPORE, PENANG, RAN-  
GOON, COLOMBO, BOMBAY, ADEEN,  
SUZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS).

For information as to Passage and Freight,  
apply to

SANDER, WIELER & CO.,  
Agents.  
Princes' Buildings,  
Hongkong, 3rd February, 1903.

CHINA NAVIGATION CO.,  
LIMITED.

HONGKONG-MANILA.  
REDUCED SALOON PASSAGE  
MONEY,  
SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH  
ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNVALUED TABLE. DULY  
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE  
AGENTS.

Hongkong, 9th January, 1903.

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED.

CONSIGNEES per Company's Steamer

"PAKLING"

are hereby notified that the Cargo is being  
discharged into Craft, and/or loaded at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., in both cases it  
will be at the consignee's risk. The Cargo  
will be ready for delivery from Craft or  
Godown on or after the 25th inst.

Optional Cargo will be loaded, unless notice  
has been given prior to steamer's arrival.

Goods undelivered after the 3rd February  
will be subject to rent. All damaged Goods  
must be left in the Godowns, where they will be  
examined at 11 A.M. on the 3rd February.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LD.,  
Agents.

Hongkong, 27th January, 1903.

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIPE,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI and  
SHANGHAI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for counter-  
signature and to take immediate delivery of  
their Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LD.,  
Agents.

Hongkong, 29th January, 1903.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND  
MANILA.

THE Steamship  
"BENGLUECH,"  
Capt. A. W. Thompson, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk in the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Con-  
signee's risk and expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 5th prox. will be subject  
to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 5th prox. at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 31st January, 1903.

FROM HAMBURG, PORT SAID,  
COLOMBO, PENANG AND  
SINGAPORE

THE H.A.L. Steamship

"SITHONIA,"  
Captain Hildebrandt, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.,  
To-day, 27th inst.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignee's risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 3rd February will be  
subject to rent.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 3rd February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 27th January, 1903.

## NOTICE TO CONSIGNEES

I BEG to notify that on and after the  
1st JANUARY, 1903, the SUB-  
SCRIPTION to the "HONG KONG DAILY  
PRESS" will be as follows:—

PER QUARTER... \$9  
PER MONTH... \$3  
ALFRED CUNNINGHAM,  
Manager.

Hongkong, 9th December, 1902.

## NOW READY.

BOUND VOLUMES OF THE HONGKONG  
WEEKLY PRESS, JANUARY TO JUNE,  
1902. WITH INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office,  
Hongkong, 25th July, 1902.

Hongkong, 25th July, 1902.

Hongkong, 25th July, 1902.

Hongkong, 25th July, 1902.

Hongkong, 25th July, 1902.

Hongkong, 25th July, 1902.

Hongkong, 25th July, 1902.

## NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'



